## WHAT IS CLAIMED IS:

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- 1. A method for controlling a drive train of a motor vehicle having a wheel slip control system (15) and an automatic transmission (12) having a clutch (11), the clutch capable of being opened and closed, characterized in that the automatic control system is controlled based upon a signal generated by the wheel slip control system.
- 2. The method according to claim 1 characterized in that the automatic transmission (12) is controlled by controlling the closing of the clutch (11).
- 15 3. The method according to any of the preceding claims characterized in that the signal indicates that a friction coefficient ( $\mu$ ) between a vehicle wheel (13) and a roadway surface is lower than a predetermined friction coefficient value ( $\mu_o$ ).
  - 4. The method according to any of the preceding claims characterized in that the signal is indicative of a current engine speed  $(N_{\text{Mot}})$ .
- 25 5. The method according to any of the preceding claims characterized in that the automatic transmission is

controlled by adjusting the engine speed  $(N_{\text{Mot}})$  and/or by controlling the closing of the clutch (11).

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6. The method according to claim 5 characterized in that the engine speed  $(N_{Mot})$  is adjusted to more closely approximate a target engine speed value  $(N_z)$ .

- 7. The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed  $(N_{Mot})$  is less than a predetermined vehicle speed  $(N_z)$  and an elapsed time since vehicle start  $(T_E)$  is greater than a predetermined time value  $(T_0)$ .
- The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled when a vehicle speed  $(N_{Mot})$  is less than a predetermined vehicle speed  $(N_z)$  and an elapsed time since wheel spinning start  $(T_E)$  is greater than a predetermined time value  $(T_0)$ .
  - 9. The method according to any of the preceding claims, characterized in that the automatic transmission (12) is controlled when a vehicle speed  $(N_{Mot})$  is less than a predetermined vehicle speed  $(N_2)$  and a number of wheel spinning periods is greater than a predetermined number of

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wheel spinning periods.

- 10. The method according to claims 1, 2, 7, 8, or 9, characterized in that the automatic transmission (12) is controlled when a vehicle speed  $(v_v)$  is less than a predetermined vehicle speed  $(v_{vo})$  and a number of slip cycles of the clutch exceeds a predetermined clutch slip cycles.
- 10 11. The method according to any of the preceding claims characterized in that the automatic transmission (12) is controlled by increasing an engine speed ( $N_{Mot}$ ) and by controlling the closing of the clutch.